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Reference: C.N.540.2001.TREATIES-2 (Depositary Notification)

AGREEMENT CONCERNING THE ADOPTION OF UNIFORM TECHNICAL
PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS
WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND
THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS
GRANTED ON THE BASIS OF THESE PRESCRIPTIONS.
GENEVA, 20 MARCH 1958

REGULATION NO. 53. UNIFORM PROVISIONS CONCERNING THE
APPROVAL OF L3 CATEGORY VEHICLES (MOTOR CYCLES) WITH
REGARD TO THE INSTALLATION OF LIGHTING AND
LIGHT-SIGNALLING DEVICES

PROPOSAL OF AMENDMENTS TO REGULATION

On 24 May 2001, the Secretary-General received from the Administrative Committee of the above Agreement, pursuant to article 12 (1) of the Agreement, amendments proposed to the above Regulation.

..... A copy, in the English and French languages, of the document containing the text of the proposed amendments is transmitted herewith (doc. TRANS/WP.29/783). (*Copies of the proposed amendments are transmitted in hard copy only*).

The Secretary-General wishes to draw attention to article 12 (2) and (3) of the Agreement which read as follows:

"2. An amendment to a Regulation will be considered to be adopted unless, within a period of six months from its notification by the Secretary-General, more than one-third of the Contracting Parties applying the Regulation at the time of notification have informed the Secretary-General of their disagreement with the amendment. If, after this period, the Secretary-General has not received declarations of disagreement of more than one-third of the Contracting Parties applying the Regulation, the Secretary-General shall as soon as possible declare the amendment as adopted and binding upon those Contracting Parties applying the Regulation who did not declare themselves opposed to it. When a Regulation is amended and at least one-fifth of the Contracting Parties applying the unamended Regulation subsequently declare that they wish to continue to apply the unamended Regulation, the unamended Regulation will be regarded as an alternative to the amended Regulation and will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force. In this case the obligations of the Contracting Parties applying the Regulation shall be the same as set out in paragraph 1.

Attention: Treaty Services of Ministries of Foreign Affairs and of international organizations concerned.

3. Should a new Contracting Party accede to this Agreement between the time of the notification of the amendment to a Regulation by the Secretary-General and its entry into force, the Regulation in question shall not enter into force for that Contracting Party until two months after it has formally accepted the amendment or two months after the lapse of a period of six months since the communication to that Party by the Secretary-General of the proposed amendment."

5 June 2001

A handwritten signature in black ink, consisting of several stylized, overlapping loops and lines.



**Economic and Social
Council**

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GENERAL

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4 May 2001

ENGLISH

Original: ENGLISH and
FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

DRAFT SUPPLEMENT 3 TO THE 01 SERIES OF AMENDMENTS
TO REGULATION No. 53

(Installation of lighting and light-signalling
devices for L3 category vehicles)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its seventeenth session, following the recommendation by WP.29 at its one-hundred-and-twenty-third session. It is based on document TRANS/WP.29/2001/10, as amended (TRANS/WP.29/776, para. 117).

Paragraph 6.1.3.1.2., amend to read:

"6.1.3.1.2. a driving beam headlamp, that is reciprocally incorporated with another front lamp, must be fitted in such a way that its reference centre lies within the median longitudinal plane of the vehicle. However, when the vehicle is also fitted with an independent passing beam headlamp, or a passing beam headlamp that is reciprocally incorporated with a front position lamp alongside the driving beam headlamp, their reference centres must be symmetrical in relation to the median longitudinal plane of the vehicle."

Paragraph 6.2.3.1.2., amend to read:

"6.2.3.1.2. a passing beam headlamp, that is reciprocally incorporated with another front lamp, must be fitted in such a way that its reference centre lies within the median longitudinal plane of the vehicle. However, when the vehicle is also fitted with an independent driving beam headlamp, or a driving beam headlamp that is reciprocally incorporated with a front position lamp alongside the passing beam headlamp, their reference centres must be symmetrical in relation to the median longitudinal plane of the vehicle."

Paragraph 6.2.5.2., amend to read:

"6.2.5.2. The vertical inclination of the passing beam headlamp must remain between -0.5 and -2.5 per cent, except in the case where an external adjusting device is present."

Paragraphs 6.2.5.3. and 6.2.5.4., should be deleted.

Insert a new paragraph 6.6.3.1., to read:

"6.6.3.1. Width:

an independent front position lamp may be fitted above or below, or to one side of another front lamp: if these lamps are one above the other, the reference centre of the front position lamp must be located within the median longitudinal plane of the vehicle; if these lamps are side by side, their reference centres must be symmetrical in relation to the median longitudinal plane of the vehicle;

a front position lamp, that is reciprocally incorporated with another front lamp, must be installed in such a way that its reference centre is situated in the median longitudinal plane of the vehicle. However, when the vehicle is also fitted with another front lamp alongside the front position lamp, their reference centres must be symmetrical in relation to the median longitudinal plane of the vehicle.

Two front position lamps, one or both of them reciprocally incorporated with another front lamp, must be installed in such a way that their reference centres are symmetrical in relation to the median longitudinal plane of the vehicle."

Paragraphs 6.6.3.1. and 6.6.3.2.(former), renumber as paragraphs 6.6.3.2. and 6.6.3.3.

Paragraph 6.9.4., delete the words reading:

"The vehicle hazard-warning signal shall remain capable of being actuated even when the device which controls the starting and stopping of the engine is in such a position that operation of the engine is impossible."
